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## REVIEWS RECENT TRANSPORTATION DEVELOPMENTS

HIGHWAY AND SHIPPING PLANS FOR 1950 -- Wen-hui Pao, 7 Jan 50

Pei-p'ing, 6 January -- A Highway and Shipping Conference, convened by the Ministry of Communications and attended by 66 leaders in these fields from all sections of the country with the exception of south China and southwest China, was concluded in Pei-p'ing on 27 December 1949. Concerning plans for 1950, its conclusions included the following items:

### Shipping

During the first half of 1950, the shipping lines of North China waters and of the Ch'ang Chiang (Yangtze River) and other inland waterways are to be organized. Preparations are to be made for the resumption of shipping operations throughout the whole country, to foreign countries, and to Taiwan as soon as the campaign for the liberation of Taiwan has been consummated.

To this end, channels of rivers and harbors will be dredged, lighthouses and maritime signals restored, management of wharves and warehouses will be organized, damaged vessels will be repaired and sunken vessels raised, and the operation of dockyards will be improved. In particular, the wharves at P'u-k'ou will be repaired, work on the construction of the new harbor at T'ang-ku will be continued, and the government's shipbuilding plans will be completed.

### Highways

Apart from the construction of new roads required for military campaigns, the main trunk highways of the country and such provincial highways as are comparatively more important for economic reasons will be repaired. Specifically, the following motor roads will be repaired: (1) Hsi-an to Lan-chou, and to Ta-ch'eng; (2) Lan-chou to Ch'eng-tu, via Hua-chia-ling and Shuang-shih-p'u; (3) Ch'eng-tu to K'un-ming, via Lu-chou and Ch'u-ching, and on to Wan-ting; (4) Wu-ch'ang to Ch'u-ching, via Heng-yang and Kuei-yang; (5) Wu-ch'ang to Min-hou (Fu-chou) and Hsiamen (Amoy) via Nan-ch'ang; and (6) Pei-p'ing to T'ien-ching and T'ang-ku.

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This amounts to an aggregate of 1,000 workers. The authorities in each province should submit to the Central Highway Bureau, for consideration, plans for the improvement of important provincial roads. Furthermore, uniform regulations for car operation, and a standardized wage scale for labor on construction projects should be established.

Recommendations were formulated concerning the best way to organize the government agencies to be charged with the operation or control of shipping and highways, including systems of inspection, budgeting, and accounting.

A number of high officials of the Central People's government were present and spoke at one or more meetings. Three Soviet technicians, who had been invited, were in attendance to pass on Soviet experience in highway construction.

In the course of the conference, the following data was brought out. Of the more than 12,000 kilometers of steam shipping routes of the country, 85 percent are now open for traffic. All of the more than 6,000 kilometers of inland waterways navigable by sailing vessels are open to traffic. Apart from South China and Southwest China, there are in the liberated areas 23,400 kilometers of motor roads. Of these 26,200 kilometers have been repaired; 5,000 kilometers are passable. Work has been resumed in 7 government-operated shipyards and 31 government-operated shops for making car repairs and parts.

**KWANGTUNG HIGHWAY CONSTRUCTION PLANS -- Wen-hui Pao, 10 Jan 50**

Kuang-chow, 1 January -- The 15 Kwangtung highway construction plans were announced by T'ao Ch'i-shih, military representative of the Transportation Take-over Committee of the Kuang-chow Military Control Commission, at a meeting of representatives of highway workers. Included in this plan are the completion of repairs of the following highways, totaling over 5,000 kilometers: Kuang-chow to Shao-kuan; western Kwangtung to Kweichow; Kuang-chow to Tsong-ch'eng; Kuang-chow to Shan-t'ou; Shao-kuan to Lien-p'ing; northern Kwangtung-Fukien; Kuang-chow to Shu-lung; Kuang-chow to Chan-chiang; Kuang-chow to Hua-hsien; Kuang-chow to Hualin via Nan-sui; and Shao-kuan to Ta-yu.

**REPAIRING HIGHWAY BRIDGE IS COMPLETE -- Wen-hui Pao, 10 Jan 50**

Kuang-chow, 1 January -- The T'ai-p'ing bridge, the third highway bridge to be repaired on the western Kwangtung to Kweichow highway, was completely repaired and was opened to traffic today. This bridge, 16 meters long, was much more difficult to repair than the Hsi-nan and Ta-sha bridges.

**HONG KONG-KUANG-CHOW SHIPPING LINE -- Hsin-sheng wan-pao, 10 Jan 50**

Hong Kong -- Four British merchant ships, Wu-hsueh, Fu-shan, Ch'eng-hsing, and Tung-hsing, whose service between Hong Kong and Kuang-chow was discontinued when Kuang-chow fell to the Communists, are likely to resume their former service again soon. According to an official of the shipping company which owns these ships, the ships are tentatively scheduled to leave Hong Kong some time after February 1.

In the meantime, many officials and Communist authorities in Kuang-chow are carrying out negotiations on various matters involved in the resumption of this service, including the problem posed by the Nationalist Navy's blockade of the approach to Kuang-chow. The resumption of regular passenger service between Hong Kong and Shanghai is not likely before the solution of the Kuang-chow blockade problem.

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Shippers who thought they had papers in order to clear their goods beyond Kuang-chou suddenly find their papers invalidated by new orders. They thus find themselves with quantities of cargo on hand for which they must find storage space at great inconvenience and expense with no hope of any return on their investment unless and until the authorities relent.

SHANG-HAI TO KUANG-CHOU IN 77 HOURS -- Wen-hui Pao, 9 Jan 50

Kuang-chou, 8 January -- The first through passenger train from Shang-hai to Kuang-chou, since repairs were completed on the railroads affected, left Shang-hai on 5 January 1950 at 1520 hours and arrived in Kuang-chou on 8 January 1950 at 2030 hours, after an elapsed time of 77 hours. This train carried 11 cars, including a 2d-class sleeping car with 38 passengers and five 3d-class coaches with 243 passengers. The 3d-class fare was 26,070 yuan; the 2d-class fare was 176,400 yuan. The distance traveled was 1,400 kilometers.

The date for regular through service has not yet been settled, but it will be announced shortly. The train crossed the 460-meter-long railroad bridge at Lu-k'ou on which repairs have been completed.

More than 36,000 railroad men have organized their own labor union, and have pledged themselves to the following obligations: they guarantee proper operation, inspection, and repair of the railroad, with safety at greater speeds. The special express train from Nan-ching to Shang-hai now covers the 312-kilometer trip in 6 hours. The Shang-hai to Hang-chou trip of 198 kilometers is now covered in 5 hours.

TRAIN FARES FROM KUANG-CHOU TO POINTS NORTH -- Kung-shang Jih-pao, 10 Jan 50

Kuang-chou, 9 January -- Passenger train fares from Kuang-chou to various points north, ending at Shang-hai have been announced. The 3d-class fare from Kuang-chou to Nan-ch'ang is 73,600 yuan; to Chin-hua, 2,000 yuan; to Hang-chou, 23,650 yuan; and to Shang-hai, 26,950 yuan. The Kuang-chou-Shang-hai express train will leave Kuang-chou every Tuesday and Friday, and Shang-hai every Monday and Thursday.

REGULAR RR SERVICE FROM HENG-YANG TO KUEI-CHOU -- Wen-hui Pao, 9 Jan 50

Pei-p'ing, 8 January (NCNA) -- Service on the Heng-yang-Kuei-chou section of the Hsiang-Kuei-Ch'ien Railroad was resumed on 31 December 1949, following the repair of 28 bridges on the section which is 260 kilometers long. Cooperating with the Army engineer units and the local people working on the railroad repairs were two (or more) Soviet engineers.

CHIU-LUNG-KUANG-CHOU THROUGH SERVICE STILL AWAITED -- Hsin-sheng Wan-pao, 9 Jan 50

The resumption of through traffic on the Kuang-chou-Chiu-lung railroad, which was anticipated immediately after the British recognition of the Communist government, has not yet been realized. It is believed that the final action will not come until the financial matters of this line are settled by the Chinese and British sides of the railroad.

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LUNG-HAI RR OPERATION AND CONSTRUCTION -- Jen-hui Pao, 1 Jan 50

Pei-p'ing, 1 January -- With the completion of repairs on the section between Pao-chi and T'ien-shui, regular operation of trains was resumed 3 December 1949 on the whole length of the Lung-Hai Railroad from Lien-yun to T'ien-shui in Kansu.

The Western Extension Office of the Lung-Hai Railroad Administration at Cheng-chou has dispatched an engineering party of more than 30 men to re-survey the projected extension from T'ien-shui to San-shui. It is expected that active construction on the extension will be undertaken during the spring of 1950.

REDUCED RATES ON IMPORTED COTTON EXTENDED -- Jen-hui Pao, 3 Jan 50

Pei-p'ing, 3 January -- The reduction in the railroad freight charges on imported cotton destined for Shang-hai, which has been in force from 10 September 1949 to December 1949, has been extended for 6 months, until 31 June 1950, by action of the Finance and Economic Commission of the State Administration Council. This preferential treatment applies only to imported cotton carried to Shang-hai on railroad lines from ports in East China, North China, and the Northeast, and which is covered by valid import permits issued by the Foreign Trade Control Bureau or by a local foreign trade office.

TO CENTRALIZE CONTROL OF RR FINANCES -- Jen-hui Pao, 4 Jan 50

Pei-p'ing, 4 January -- To improve the operational procedures of the railroads, the Ministry of Railroads of the Central People's government began controlling all financial matters of the railroads in China, effective 1 January 1950. Under this new procedure, all Railroad Administrative Bureaus in North, South, and Northeast China must remit the daily receipts from the railroads in the fall to the Ministry of Railroads for accounting, and the Ministry of Railroads in turn, will disperse the expenses of each railroad according to the respective budget.

TRACKLESS ELECTRIC TROLLEYS FOR T'IENTSING -- Jen-hui Pao, 7 Jan 50

T'ien-ching, 10 December -- The new construction department of the T'ien-ching Electric Tramway Company has decided, in view of the high cost of electric railway track construction, to use trackless trolleys on a new line to be established from the "Liberation Bridge" to Hsiao-Sun-chuang village in the 5th District. Work will begin early in 1950 on the local manufacture of those items which do not have to be purchased abroad.

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